

TRANSPORTATION REGIONAL INCENTIVE PROGRAM

Florida's TRIP

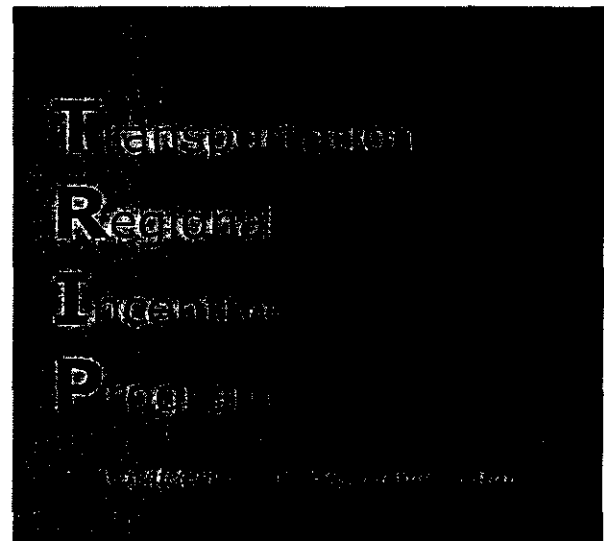
U. S. 41 in southwest Florida, U.S. 98 across the Panhandle, State Road 50 across central Florida, and U. S. 1 along the Atlantic serve travel demands of distinctly different Floridians and businesses. Yet they share one thing in common: they are significant transportation facilities for travel and commerce within some key regions in our state.

Rapid growth and development has expanded across city limits and county boundaries. Roads that once primarily connected nearby towns now serve as major commuter routes and arteries for the delivery of goods to customers in expanding market areas and to regional distribution centers.

The 2000 Census confirmed that one in five Floridians commutes to a job in neighboring counties. Throughout Florida, economic development interests have forged regional partnerships in recognition of the need for collaboration. A focus on regions is a key aspect of Enterprise Florida's *Strategic Plan for Economic Development*.

State government is taking the lead to improve the Strategic Intermodal System (SIS), which serves travel demand between regions, and between Florida and other states and nations. Local governments have new tools to manage growth and local travel.

The state, local governments and the private sector can be partners in complementing those efforts to better meet the increasing demand for regional travel and commerce. As part of a major initiative to improve growth management planning and funding, 2005 legislation created a new program to help accomplish that objective.



TRIP was created to improve regionally significant transportation facilities in "regional transportation areas."

State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce. The Florida Department of Transportation (FDOT) will pay for 50 percent of project costs, or up to 50 percent of the nonfederal share of project costs for public transportation facility projects.

This brochure explains how to participate in TRIP, how it works, and how to obtain more detailed information.

Potential Partners in Regional Transportation Areas

- Two or more contiguous metropolitan planning organizations (MPOs), or
- One or more MPO and one or more contiguous counties that are not members of a MPO, or
- A multicounty regional transportation authority created by or pursuant to law, or
- Two or more contiguous counties that are not members of a MPO, or
- MPOs comprised of three or more counties

Creating a "Regional Transportation Area"

A key feature of this flexible program allows any MPOs, counties or multicounty regional transportation authorities to participate with its neighbors.

Requirements - Partners must establish an interlocal agreement which, at a minimum,

- ✓ Identifies the entity that will coordinate development of a regional transportation plan,
- ✓ Delineates the boundaries of the regional transportation area,
- ✓ Provides the duration of the agreement and how it may be changed,
- ✓ Describes the planning process, and
- ✓ Defines a dispute resolution process.

Responsibilities - To be eligible for TRIP funding, regional transportation areas must develop a regional transportation plan that, at a minimum,

- ✓ Identifies regionally significant transportation facilities in the regional transportation area, and
- ✓ Contains a prioritized list of regionally significant projects.

Level of service standards adopted by FDOT rule must be adopted by the appropriate local government for facilities to be funded by TRIP. Projects must be adopted into the capital improvements schedule of the appropriate local government comprehensive plan.

More information on statutory requirements for regional transportation areas and plans are found in Section 339.155(5)(c), (d) and (e), Florida Statutes.

Project Eligibility

Projects to be funded by TRIP must, at a minimum,

- ✓ Support facilities that serve national, statewide or regional functions and function as an integrated transportation system,
- ✓ Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
- ✓ Be consistent with the SIS,
- ✓ Be in compliance with local corridor management policies, and
- ✓ Have commitment of local, regional or private matching funds.

Priorities for Funding

FDOT Districts will select projects that will receive state matching funds from prioritized lists submitted by regional transportation areas. State priority will be given to projects that

- ✓ Provide connectivity to the SIS,
- ✓ Support economic development and goods movement in rural areas of critical economic concern,
- ✓ Are subject to local ordinances that establish corridor management techniques, and
- ✓ Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET).

What is "Regionally Significant"?

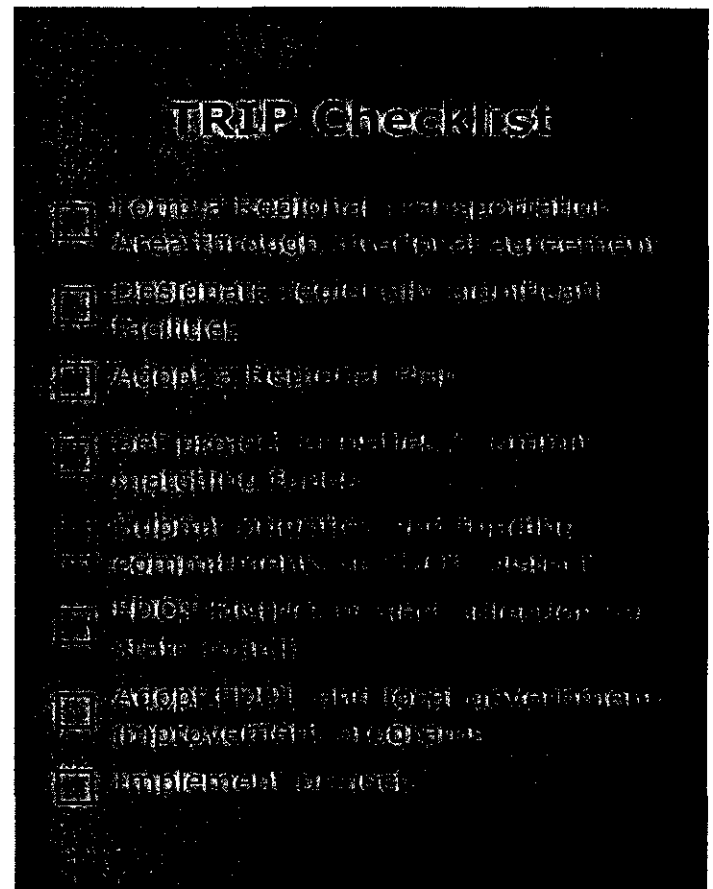
TRIP recognizes Florida's diversity by providing flexibility to "regional transportation areas" to determine what facilities are "significant" to their region. FDOT has developed guidance, and is ready to assist regions as they designate:

- Regional transportation corridors such as highway, waterway, rail, and regional transit corridors that serve major regional commercial, industrial, or medical facilities;
- Regional transportation hubs such as passenger terminals (examples include commuter rail, light rail, intercity transit and intermodal transfer centers), commercial service and major reliever airports, deepwater and special generator seaports, and major regional freight terminals and distribution centers.

All facilities on the SIS and Emerging SIS are regionally significant. Other regionally significant facilities serve as an integral part of an interconnected regional network and exhibit one or more of the following characteristics:

- The facility connects to the SIS, including Emerging SIS facilities;
- The facility crosses county boundaries and capacity improvements require coordination of jurisdictions in more than one county;
- The facility serves as a hurricane evacuation route that traverses more than one county;
- The facility or service is used by a significant number of people who live or work outside the county in which the facility or service is located;
- The facility or service is a fixed guideway transit facility that offers a significant alternative to regional highway travel;
- The facility has logical termini that connect to the SIS or Emerging SIS, or to a regionally significant facility within the region or in an adjacent region.
- The facility is on the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET), or is a Connector between a military installation and the STRAHNET or STRACNET, as designated by the U. S. Department of Defense and the Federal Highway Administration.

Nothing contained in this guidance should be construed to automatically result in a determination that a roadway is regionally significant simply because it is a component of the state highway system.



Frequently Asked Questions

Below are initial questions and answers related to TRIP. Additional questions and answers will be added as the new program is implemented. An insert to this brochure will be developed and expanded over time. For up to date versions of this brochure and questions/answers, visit the TRIP website at: www.dot.state.fl.us/planning/TRIP

Question: Is TRIP a grant program?

Answer: No. FDOT is developing guidelines for selecting projects as part of it's annual work program development process.

Question: Why aren't counties automatically eligible for TRIP?

Answer: The purpose of TRIP is to fund projects to serve travel that transcends county boundaries. TRIP is very flexible, allowing MPOs, local governments and multicounty regional transportation authorities to choose regional partners that best meet their regional needs and issues.

Question: Do we have to compete with regions throughout Florida for state funds?

Answer: No. TRIP funds are distributed annually to FDOT Districts, based on their share of population and motor fuel tax collections. Regions only compete with other regions in their District.

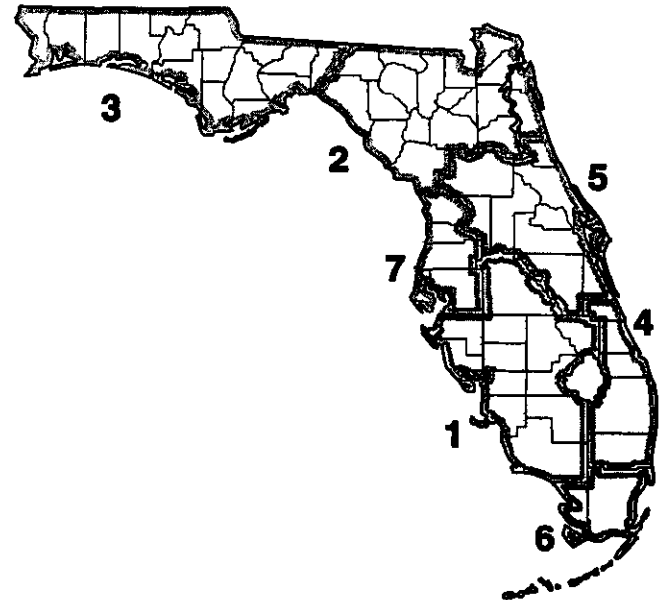
Question: How can small or rural counties with limited financial resources participate?

Answer: Optional local revenue sources are available to all counties. In addition, many of these counties may be able to receive waivers for some or all of their share of matching funds.

Question: Can my MPO or county receive state TRIP funds if we are not in a regional transportation area?

Answer: No. State TRIP funds are an *incentive* for MPOs and counties to join with their neighbors to designate, plan for, and help fund projects that serve their region.

Florida DOT Districts



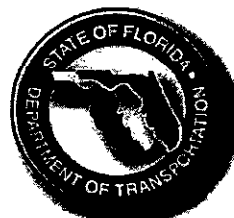
For More Information

Contact offices will be established in each FDOT District. They will be identified on the TRIP website and in updates of this brochure. Prior to that, please contact:

Brian Pessaro
Office of Policy Planning
Florida Department of Transportation
Mail Station 28
Tallahassee, FL 32399-0450

e-mail: brian.pessaro@dot.state.fl.us

Telephone: (850) 414-4816, SUNCOM 994-4816



May 26, 2005